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All Business Letters and Remittances should be addressed to The Bar Pontainne Company, Orana. Bratts, Checks and Post office orders to be made pay-able to the order of the company.

THE BEE PUBLISHING CO., Props E. ROSEWATER, EDITOR, A. H. Fitch, Manager Daily Circulation. THE city council will be flush next

week, and spades will soon be trumps. THE candidates for United States marshal an spatiently walting for Mr. Bier-

Er is row conceded that Omaha, of all other cities in the state, is the most available for the holding of conventions and gathering s of state recietion.

makes the heart sick.

WE shall soon know whose pole knecks the persim mons. Boyd and Miller have been shaki ug the bush for the inoffensive partisans and something must drop in a day or two.

Ir Jefferso u square is to remain as park, why would it not be well for the city to erect; a large fount ain in the centra, and have the grounds improved and heautified.

ANOTHER Richmond has app sared in the field. Buffielo Bill has had an Interview with the president, and it looks as if the Hon. W. F. Cody I sad his eye on congress. The cowboy distric t could send a much worse man to congres & than

THE board of regents of the state versity of Iowa have conferred the degree of doctor of laws upon Gove mer the street cars would be an uncalled Sherman of that state. We supp was that this is a recognition of his do wor legal knowledge and ability as display at in the controversy with Auditor Brow.

THE visit of Boyd and Miller to Washington has not been in vain. Since their return to Omaha another postmaster has been appointed in Nebracka. His name is Edward H. Krier, and he steps into the Plum Creek postoffice. He takes the place of a man who was removed for e "offensive partisanship."

Ir is proposed now to close Tenth street entirely between the tracks, and cap. by placing the viaduct on Eleventh to suffinow travel over the tracks on Tenth street to go around by way of Eleventh

The tracks of the political railroad machine. I cheer to go around by way of Eleventh

The tracks of the political railroad machine. I cheer to map to go on with the railroads operated in this state, and the man having the business in hand, competition, etc. Now, it seems to me objected to by Tenth street property the adj owners nor h of the tracks. predicti

THE settlers on the Crow Creek Indian

reservation who had recently been led to passed to believe that they would not be disturbed, been unkn and that their claims would be adjusted and it was by congress next fall, have again been the street at thrown into a state of uncasiners by the before. report that they will receive no mercy at the hands of the administration which proposes to enforce the order to vacate the lands. They are greatly discouraged at the outlook, and as a last resort propose to hold a conference in Chicago with the Indian rights association, which has been actively engaged in pushing the administration to take steps in the Interests of the Indians as against the sattlers. At this conference an attempt will be made to effect a compromise by which this question can be settled in a way satisfactory to all parties. Representative western men and Senators Dawes and Allison and several mem- sider to be sound princip bers of congress will be invited to be policy. The appointmen congress to act upon. There are, it is estimated, several thousands of settlers the question one of great importance. with than the Oklahoma problem,

Ir all that is said and predicted con cerning the recources of Wyoming that territory has certainly a bright future. Already rich in cattle, horses and sheep, it has vast mineral resources which, when developed, will make Wyoming a second Pennsylvania in the fron and oil industries. The oil wells, discovered thirteen years ago by the late Dr. Graff, of Omahs, are destined to revolutionize the oil business, particularly in the country between the Missouri river and the Pacific coast. These oil wells are now under the control of a company-organized mainly by the efforts of Dr. Graff-and a'ready \$300,000 has been expended. The development is progressing satisfactorily, two carloads of machinery being now on the way from Bradford, Pennsylvania, and negotiations are in progress with an English syndicate for a loan of \$500,000 with which to carry operations on an extensive scale. These oil fields are located in the Sweetwater country, and two railroads are being built in that direction. There is no doubt whatever that at no distant day the Wyoming oil fields will be developed into an immense industry. Several Omaha men are interested in the enterprise, and possibly they can make this city a distributing center and refining place for the products of the oil wells. This would certainly prove an important

CYCLONE CELLARS.

The man who, itving in a cyclonic reion, builds an underground retreat for himself and family to be used during the severe windstorms that occur so frequently In various sections of the west certainly exhibits a commendable precaution. In lows, Kansas, and some parts of Nebraska "cyclone cellars," as they are called, have been constructed by farmers, and in the recent tornado north of Stoux City there were very few, if any, casualties, as the people sought rafage in these retreats. The New York Herald in discussing the value of tornado retreats

As the law of the tornado's flight carries it generally in a northeasterly or easterly direcfamily residence. Otherwise, when the house the debris would be piled upon the retreat, making exit after the tempest difficult and dangerous. Several plans have teen proposed by Lieutenant Finley for the construction of such a retreat. The best of these seems to be the excavation in the west wall of the house cellar of an opening extending far enough to bower to crasign. But hope deferred give shelter to the whole family, strongly roofed and ventilated through the roof. In some cases "dug-outs" constructed at some distance from the house would be useless, because the great speed of the tornado cloud would leave no time for retreat from the house. But it is quite probable that in the large majority of tornadoes a family would have ample warning in time to gain the cellar cave before the critical moment arrived.

THE omnibuses that have for so many

years monopolized the passenger transportation on Broadway, the great thor oughfare of the American metropolis, have given way to the street cars, which have been introduced on that street. The wonder is that the lumbering omnibuses were not driven off long ago by street cars, but for various reasons the men who proposed the street-car line over thirty years ago were unable to obtain a charter until quite recently. Besides the strong influence at the back of the omnibus lines, a large number of prove a serious obstruction in the street, affection among a large number of persons for the omnibus, who considered that sons, and every body is rejoicing at the ship. Improvement in transportation facilities on Broadway. All the objections to the cars have been found to be groundless. The street is relieved of much of its wise, the passage of teams is freer and wier than before, and blockades are uch less frequent. According to the sient evidence of the convenience af-

find fault with Col. Denby, the new min- These figures were not, as Mr. Kimball back and the back of every man who has tster to China. Blow any man outside of they cannot see California can fig. 1 the position. They are afraid that he wi I not pay special attento the interests o that state, although he inent morchants at different points west would starve to death if the railroads had he may do well er wugh in developing the commercial relat, and of the United The Ean Francisco States with China,

Times, 1

in the cr

Call says: are less interested in We, as Californians, eceptability to a few the question of his a ses than in the more merchants in eastern cit vital question of his dev. when to what we contes of international present to assist in arranging a bill for Californian would have in appressed upon the known as complainants. Their flears may can. I have nothing to ask from the indicated by the terms of ti recently adoptnow on the reservation, which makes ed treaty. The appointment of a man unsatisfactory to California shows a weakness of It is regarded as more serious to deal intention in that respect which a China will be prompt to recognize. It is . . historical fact and general freight agents that the Mongolian race has : we respect for international law but that of for we. They do not appreciate concessions ref. wable to any other motive than inability or f. ter to refuse them. We apprehend that Colo aci Denby's appointment in opposition to the tarnest request of California for the selection of a man of our choice will be interpreted by the Chinese government as a concession of that na-

ture, and we dislike its effect. RED CLOUD does not have a very high opinion of the boss farmers that have been sent to Pine Ridge to teach his people the art of agriculture. One of ment of the Missouri river bridge at these farmers, according to Red Cloud, is a small bore politician from Kansas; another is a 300-pounder, who said he was formerly an Indian agent; a third is a young telegraph operator; a fourth is a saddler, who has seen some farming on his father's farm; a fifth is nothing at all; and the sixth is a blacksmith. These specimen farmers all acquired their practical knowledge of tilling the soil in the city of Washington, "So you see I am well fixed for farmers," writes Red Cloud. If the government cannot do any better in the way of selecting boss farmers than that, we would suggest that hereafter it make its appointments from the students of the Nebraska agricultural college. What they don't know about farming isn't worth knowing.

Mr. Rosewater in appearing before the comskips glibly over the exposure I made sumes two serious risks. In Ireland he regents of the state university conferred the acquisition to the business interests of and that was to get even with his enemies,

pens to him and no one was astonished except the senators. - Lincoln Journal,

Mr. Rosewater was before the committee for three hours-two hours longer than any other person. Most of his statements were made in answer to questions put by the members of the committee. After the conclusion of his testimony, Senator Platt, one of the members of the committee, expressed himself as well pleased with the full information ebtained from Mr. Rosewater. Senator Platt said that the committee, in all i's examinations, had had before it no man who was better posted on the railroad question than Mr. Rosewater, who had evidently given the subject much careful tion, it is obvious that the underground re- study, and was able to express his views treat should be built on the west side of the thereon in a clear and intelligent manner. This certainly does not look as if is smashed to pieces and hurled eastwardly, Mr. Rosswater had been very badly set down upon by the committee.

CONGRESSMAN HOLMAN, who is soon to set out on a junketing tour to investigate affairs at various Indian reservations, attended Buffalo Bill's "Wild West" show in Washington the other day, not so much for the purpose of enjoying the entertainment as to see and interview Sitting Bull and his companions. Mr. Holman probably learned as much from Sitting Bull as he will by visiting the Yellowstone national park and other places of interest on his transcontinental trip in the interest of the Indians.

THE New York World's subscription fund for the pedestal of the Bartholdi statue now foots up \$80,000 and will soon reach \$100,000, which is the full amount that that paper started out to raiss. The World is certainly entitled to a great deal of credit for its public spirit and enterprise. Besides doing a good work, it has received a splendid advertisement

Logan and possibly Senator Evarts will and accounted for under all sorts of stump Ohio for Foraker. This will make covers. property-owners objected to the street a lively campaign. The main fight will car tracks on the ground that they would be to elect a republican legislature. If such a result is accomplished. Senator and then there was a certain sentimental Sherman will be re-elected to the

MRS. PITTS, postmistress at Waynesfor innovation on Broadway and a boro', Mississippi, has fallen heir to fatal blow to the old-time vehicle. But a fortune of \$100,000. She will have street-cars have at last triumphed. The more stamps than a postmistrees is envery first day they were operated they titled to, and ought to be turned out of carried over one hundred thousand per- office on the ground of offensive partisan-

A WORD WITH MR. ADAMS. At the instance of Senator Manderson and in response to a summons from the inter-state commerce committee 1 appeared with others before that committee while in session in this city. The committee W York Times the fact that the num- expressed a desire to ascertain the precarried already far exceeds the vailing sentiment in Nebraska with rewity of the old stage lines is gard to the relations of the railroads and their patrons, and I was requested to exd to the public, to say nothing of plain the cause of discontent among the effort to improve the service and break up hasband wife—she a "Full Graduate" but in making rates the fact is there is yet, but it has been the public to say nothing of plain the cause of discontent among the effort to improve the service and break up with Vocal & Later and the public to say nothing of plain the cause of discontent among the effort to improve the service and break up with Vocal & Later and the public to the public to say nothing of plain the cause of discontent among the effort to improve the service and break up with Vocal & Later and the public to the public to say nothing of plain the cause of discontent among the effort to improve the service and break up with Vocal & Later and the public to improve the service and break up with Vocal & Later and the public to improve the service and break up with Vocal & Later and the public to the public to improve the service and break up with Vocal & Later and the public to improve the service and break up with Vocal & Later and the public to the public to improve the service and break up with Vocal & Later and the public to the went pavement. In spite of all congress might devise to abate the effort to redress the grievances of our pal," according to Ad's nt above. We competition, etc. Now, it seems to me the munitions of war and supplies for the and to the contrary, says the abuses complained of. Professional people, political and otherwise. But I here was a perceptible decrease duties and pressure of business affairs must say that my faith will be seriously for you all on trial "for the scholastic wid on the roadway, and traffic prevented me from taking sufficient time shaken if the old political buildozers, year" as advertised, but to risk our merand fro with an ease that has to prepare in advance, as others did, like Kimball and Thurston, are retained documentary proofs and compiled facts, and sustained by the company. There own in Broadway for years, much easter and safer to cross or ingenious fiction as was done by Mr. men may impose upon the credultits most crowded points than Kimball. The oral statements made by ity of Mr. Adams and Mr. Callaway, me were entirely from memory, but they never fail to utilize an opporexcept the rates quoted to show tunity for reviving the political contro-SAN FRAN UISCO papers continue to arbitrary and unreasonable exaction. versies, and driving stillettoes into my He halls from Ohlo, and sought to impress upon the committee, dared to oppose them in their concocted by a malicious falsifer and an dastardly political machinations. In enemy of the railroads, but they were this of course they are backed extracts from letters written by prom- by the aubsidized press, which of Omaha, whose veraclay I had no no political fights on their hands. If it reason to doubt. Some of them had not been for this class of cormorants, even went so far as to send me who have not the ability to establish paybills of lading to verify their complaints of ing newspapers without federal or railexcessive charges, but for obvious reasons road patronage, the Union Pacific would their names cannot be disclosed. There have had friends where it now has thouare hundreds of shippers in this state who would not dare to incur the dig- to their getting all the job-work and as tof a representative pleasure of railroad managers by being many "divvies" with contractors as they tion on the second section of "no" that Chinese government the comviction that the be groundless, but the experience of the gailroads except fair treatment for myself back again. United States intended to a miorce the policy past ten years under the Gould and and their patrons generally. If Mr. Dillor regime would justify men in Limball is to be permitted to re-open when I was married she was going to it seems to me, on these it would be being cautious not to incur the displeasure, much less exmity of traffic managers the Republican or any other railroad

> In salating the history of the antimonopoly uprising in this siete, and seciting the notorious fasts with regard to the political outrages perpetrated through railroad managers I have failen far short of portraying the worst features and scandals which this state has witnessed. In citing the facts with regard to arbitrary and exorbitant rates, with inciden tal pointers as to the impositions prac ticed upon the peopls of the state as well as upon the railroads by the manage- presumably at the present writing he has Omaha, I endeavered to enlighten the committee without seriously reflecting upon the present management. That shameful abuses have existed for years. no impartial person dare deny. That there are yet many abuses to be rectified, even you, Mr. Adams, will candidly admit. Your traffic manager, Mr. Kimball, has however, undertaken to gloss over wrongs and abuses for which he is largely responsible, and to arraign me personally for what he calls willful misstatements. If I have misquoted rates to what extent did I misquote willfully, in view of the fact that my informants were merchants and shippers? Mr. Kimball laid particular stress upon my assertion that years ago the expenses of transfer at Council Bluff, royalty in this festive fashion would be snees for future damage by hall which is now were charged to the operating very "bad form," which Mr. Conkling is expenses of the bridge, but he

Mr. Kimball said that this little arrangement with the contractor, Wells, was in the interest of economy, and that in reality it was unprofitable to Wells. triumphed. That this is true with regard to Wells I admit. Mr. Wells was compelled to diagorge all his profits to silent partners, among whom, at least one,

and the raise of the rate allowed him is said to have been made in order to enable him to divide with the other parties. Now, let me ask why should Mr. Wells take in Dr. Miller as a pattner for handling and transferring freight? Are the partners of the Omaha Herald engaged in freighting and ratiroading? Is not this of a plece with the notorious partnership of Dr. Miller in the Grand Island eating house? Wells had no money invested, and Miller had no money invested, and none of the other partners incurred the slightest risk.

that such an arrangement has existed.

The other, Mr. Yost, has seen fit to deny

it. According to Mr. Wells there were

Mr. Kimball lays great stress upon the immaterial fact of the bridge book- confidence, is a comparatively young keeping, but I may be pardoned for displaying ignorance in my quotations from memory. It memory serves me right, large and worth, I am told, \$25,000 a to whom the rebates are allowed do not tablish a maximum rate or at least a the published bridge accounts, when they year. This may not be much for an eastwere kept separately, show that the era lawyer, or a lawyer in any one of the bridge was charged from \$150,000 to \$200,000 a year for operating expenses. It certainly did not cost any such sum sharp and angular. A prominent nese, to operate the bridge, and if the cost of transfer at Council Bluffs not included in enormous expenses, they probably continually to be in a hurry. I saw him represent the India rubber account for campaigning in Nebraska, which was It is reported that both Blaine and taxed upon the company for many years,

What I said with regard to the grain elevators and the impropriety of rallway managers having any personal interest in elevators was purposely distorted and mis-quoted by Mr. Kimball, out of his way every time he goes before a legislative or congressional committee Montgomery. to vent his malice at me I will leave him to explain.

The present managers of the Union Pacific certainly have no reason to com plain of ill-treatment at my hands, and even Mr. Kimball cannot cite a word that I have either uttered or written concerning him individually within a year. General Manager Callaway, General Superintendent Smith, and Superintendent Dorrance will bear me out in the state. ment that the BEE has given generous treatment to the Union Pacific and its sands of enemies. I have no objection organ, I am ready for the fray.

E. ROSEWATER. Conkling Sails for the Old World.

Cincincati Enquirer. Roscoe Conkling began his first sea voy-age June 21. By this time his steamer is convulsively plunging around the shoals of Newfoundland, while Roscoe, lying prome upon his broad back, plain-tively murmurs, "Steward, please move the cuspider a little nearer my berth." In all human probability Mr. Cenkling will never hold another public office, and

thing else. This is a misapprehension, however, which the distinguished gentleman will overcome. By Tuesday next the ateward will drive the ex-senator on deck, throw a coil of rope over him, and when the steamer has ahipped two or the engine arrived at the brick yard it in the United States enjoying this \$150,000 to \$200,000, and that was comthree heavy seas, Mr. Conkling will feel went on without stopping, and Rockford privilege, and yet I claim they puted for every car load and for every

better. They siways do.

Mr. Conkling's admirers may rest assured that he will give a good account of himself in his journeyings abroad. When he discovers that the landing stage in Liverpool is not a part of the mainland, the tide, he will not by word or action manifest vulgar surprise.

When he visits the races, intent on re creation, and is requested by some noble Lord to "take a shy at Aunt Sally," Mr. Conkling must vigorously wield the stick and honest'y endeavor to shatter the clay plpe protruding from the dummy's

and that was to get even with his enemies, and the was finally sat upon by the committee tract, which was nothing more nor less Duke, at least for a Lord, It is to be man, of Iowa.

for his pains. But this is what always hap than a downright robbery of the railroad feared that his personal appearance, carcompany for the benefit of certain news. rying as it does every suggestion of paper owners and officers of the comment of Ireland. Tourists ! whose torso piny, who have in many other ways is much less imposing than his have been plundered the Union Pacific for years, rotten-egged in that country merely on suspicion, and if he succeeds in "doing the Killarney section without being mobbed the fact will afford strong evidence that Parnell's pacific policy has

> Mr. Conkling must prepare himselt for a check while in Sheffield. He will, of course, visit the cutlery works, and then he will want to see how the men live. This will take him into various beer Dr. George L. Miller, has admitted to me vaults, where he will find a dozen arti sans clustering around a huge horn of 'alf-and-'alf, drinking alternately. The moment their distinguithed visitor is descried the horn of 'alf-and-'alf will be three or four partners besides Dr. Miller, proffered, accompanied by the invitation: "Aw, say, lad, 'ult thee ha' a sup wi' us? It is sure death to refuse. Remember this, Roscoe.

All good men and true will fervently pray that the queen will not offer Roscoe an earldom. To be sure, he would make a beautiful earl, but that is one reason why we can't spare him. The United by the railroad? States is short of earl material, and in case we concluded to open up an opposition aristocracy on this side Roscoe would be needed as first Duke of Oneida, or something of that sort.

The Democratic Zach Chandler. Don M. Dickinson, the Michigan 'boss," says the Washington correspondent of the New York Tribune, who in a marked degree enjoys the president's man. He is a lawyer. He owes his prominence at the bar of his state to pluck and perseverance. His practice is great western cities, but it is considered drawn, a great deal in Michigan. Dickinson is Q. D. a man of medium height. His face is thin lips, and slightly protruding chin de note denote determination. His eye by turns is mild and full of fire. He these takes his man in at a glance. He seems one day in Secretary Lamar's office. It was, I think, two days after the administration had come into power. Dickinson presented himself with a letter of introduction from the white house to Lamar at the interior department. The secratary's office was full to overflowing with senators, congressmen and office-seekers. Dickinson made his way through the crowd, pushing aside a senator and interrupting a member of the house while he was addressing the secretary, and delivered his letter. so as to place me before the committee admired his nerve. Ten minutes after in the light of a charlatan and designing he had entered the building he had left falsifier. Why Mr. Kimball should go it and was on his way to the capitol. That short visit secured the appointment as commissioner of patents of M. V.

The Schoolmaster Abroad in Texas,

The board of directors of the Victoria high school recently advertised for a principal. They received fifty or sixty applications, among them the following

which is published by the papers: I hereby apply for the position above. I am a native southerner, a sober, & moral (white) man, a protestant, a democrat since the late sectional War of the Bell & Everett in 1860). I have some have taught both boys & girls in the same its "longer if acceptable to patrons." We are childless, and likely to remain so! Inclosed find a card of mine. I am a native of the Mtns. of the So. States, and she of one of the Cotton States-but we both wish to come to "The Lone Star State" to Stay!! I am a Graduate of Neophogen Male & Female College, at Cross Plaines, Robertson Co., (Midele) Tennessee, Prof. Jno. M. Walton, A. M., L L D., Pres!

Worked the Wrong Racket.

Alta California. "Ma and I," she said shyly, "are more like sisters than mother and daugh "Yes," he said, with a lingering leflection on the afterguard of his "yes," which

rose clean to the ceiling.
"Yes, indeed," said the girl, with rosy flush on her cheeks, making her infinitely more beautiful than ever. "Ma in fact continuous lines in operation, and I are inseparable. We have never been separated a single day since I was a

little baby."
"No-c?" he said, this with an inflecwent only half way to the ceiling and cultural products and live stock. I would

"Oh, dear, no," the girl went on in the old war from behind the columns of love my husband like her own son, and proper to legislate and fix maximum as come and keep house for us "

"Oh-h!" said William, with a cfreumflex. Then he rose up slowly and firmly, would be of any practical value because If you start from Council Bluffs this way and said that he had a note in bank to of the fact that you would have to fix and pay your fare on the train you are take up at 3 o'clock; as it was now 9:30 them so far apart? he would go. And he didn't come back I should not think it necessary to

"That's where you missed it in not fore? Had I known that he was a wid-ower I would have played the 'home-forold-women' racket on him."

Badly Bruised.

Joe Rockford, a boy who works in the on the corner of Fifteenth and Nicholas streets, this city, and has been in the habit of riding back and forth on a C. S. P. & O. engine, met with quite a painjumped off. The fall he received brutsed him up quite badly.

Prohibitionists Split, WHEELING, W. Va., June 25. - The prohibition state convention, held at Grafton,

of the delegates, favoring non-partisan action, withdrew. The remainder resolved that third party was expedient in West Virginia. Colorado Orops. DENVER, Col., June 25.-New reports from all the wheat growing counties in the state estimate the grain crop at 29 per cent over

A Title for Sherman.

UNANSWERABLE TRUTHS.

Auother Chapter of Facts and Figures About Railroads.

Continuation of Mr. Edward Rose water's Statement Before the Senate Inter-State Com merce Investigation Cammittee.

Owing to the rush of upusually interesting local matters this week which has crowded the columns of the BEE, from day to day it has been found necessary to give only a portion each day, of Mr. Rosewater's statement made to the Senate Inter-State commerce investigating committee, last Monday afternoon and vicinity, and by whom are they supeventng. Continuing he said:

Q. Do you know what rebates are given

A. This is kept very closely in the auditing department. They employ a large number of clerks that are called 'overcharge clerks," These overcharge usually arrested. If the passes could be clerks, of course, handle not only the done away with the realpers would foiproper overcharges that occur during the low. course of buginess, but also the rebates. I have reason to believe there have been rebates allowed, but under this statute ing the business? the railroad company is not likely to come forward and notify anybody they far as our people in this state are conhave been giving rebates, and the people the enactment of laws that will estell of it for fear of having them with- limit to the charges, and they will un-

Q. Do you think this could be practiced long without being found out?

They deny that rebates are being paid yet the way they conduct their business eads everybody to believe it is so. I with the elevator people who have influence with the Union Pacific railway, and that he knew they were getting draw backs that enabled them to earn a large income, where he was losing money, in fact he makes quite a series of complaints, and as I have already shown that the rates on those particular necessities, like coal, are so very different in different places and so extraordinarily high in the western part of the state as compared with this end, there is no doubt some legislation is necessary, unless the railroad companies are willing to right the wrong on their own account. In the first place congress should enact a law similar to our state law providing that they sha'l not charge more for a short haul than for a long haul. There should also be an enactment that would fix the rate per ton per mile. I hear a great many railroad men say at different times before legislatures that nobody but a railroad man can possibly arrive at any conclusion on this subject, that it is one of those mysterious intricacles no one can decide yet when I imagine how they arrive at a they say they have no trouble; they ar. under state laws. rive at it on the basis of mileage. It costs U. S. America, before that War I was an old Line H. Clay Whig(and supported a given quantity of freight to carry it Omaha bridge transfer between here and experience in teaching, and with a sil'n nearly whether they are losing or making supreme court on the other side officers, and given them credit for their likely to be permanent & suitable for money by making certain rates, of the river, and in some respects coal at the same rates, or something near

than the long one, but there must besome definition of the short haul, there should be a national law defining what short haul is, and the rate per ton, per mile be graduated according to the distance.

Q. If you had in a state one railroad receipte? 500 miles long and another only 250 you would make a different division of those medium and long haul.

A. I think we would have to treat all railroads as a continuous line, as they are Do I understand you to take the position of congress itself fixing maximum and minimum rates?

Upon the heavy classes of freight that people are most concerned is like agritry it as an experiment and not undertake to legislate to much on too many

well as minimum rater. Do you think the maximum rates

again. Not never. And ma said to the fix them so very wide apart. For instance take the maximum charged in Iowa and trusting your mother. Why didn't you it the maximum all over the United tell me that man had been married be-States. I suppose in New York, or States. I suppose in New York, or Massachusetts, or Connecticut, a rate cents for crossing the bridge, so that that would be regarded as extravagantly people in the interior of the state who high would be considered not unreasonable in Iows. Passengers could be carried here for two cents if the deadheads were cut off and all the drummers or Of course this is a small matter in itself. brick yard at Sulphur Springs, but lives commercial travelers were put on the The great complaint is about freight same basis as all other travelers. Q Do they make special rates to com-

> A. They sell them commercial tickets not carry one pound more freight over any railroad by reason the other side of the of these commercial travelers than they river, the entire transfer expenses East un roads are enabled to rethe full price. He is a shipper but not

mercial travelers?

sult is those who have the heavy traffic have the advantage. Q. You touch on the question of lesp ing passes?

a commercial traveler and does not ship

enough to warrant him in making the

application in proper form and the re-

A. I think the scalpers here are on their own account. The scalping offices maintained by the railroad companies are used to detect frauds on their pass system by parties who call to sell their free transportation. So the scalpers are generally spotted and

Since Mr. Callaway has come in, they

have disbanded a large army of political

strikers and followers who had passes all

over the state to go at pleasure, but the

Burlington road, in my opinion, trans-

ports not less than ten per cent of all its

Q. Don't you think if the pass system

A. I believe if they had out down their

pass system in this state six or reven

years ago and adopted a three-cent rate

instead of keeping it up to four and five,

Q. What do you think of the commis-

A. Yes, but these scalpers buy through

tickets from persons whose destination

is supposed to be a distant point and who

stop and sell the ba'ance of their tickets.

Q. Every city in the land has a ticket

office for every principal road in that

sion allowed to sgents for selling tickets

they would have had a larger income.

A. I know very little about it.

Have you scalpers here?

was abolished it would be better for the

passengers free.

ported

Q. Don't you understand it is the practice of railroads to pay a commission to ticket agents in different cities for do-

A. They may do so. I have shown so cerned they will still continue to agitate doubtedly continue to egitate a more stringent penalty for violations with regard to discrimination, defining it much more closely.

Q. I understand you to say that with reference to all these roads chosen by the government in territories since becoming have a letter now from a gentleman in states or still in the territorial condition. Grand Island saying he cannot compete the government has full power to deal with all passenger rates and freight charges on the road

A. I think the charters of all these roads are known pretty much after the July 1862 charter of the Union Pacific. They all provide that congress reserves to itself the right to regulate tolls. There is of course one proviso in the charter of the Pacific road which says congress reserves to itself the right that it shall only earn 10 per cent upon the investment but I think it has been construed and held that congress can legislate on that question at any time. There is no doubt hat congress could regulate tolls over the main lines of these two great roads in Nebraska.

Q. But is there anything in the fact that Nebraska has become a state which makes it any more difficult to-day that the government say what passenger rates shall be charged from point to point than it was before?

A. I do not believe there is any ones tion but what on these land grant railroads congress can regulate both freight unless he is in the business himself, and and passenger tariffs in Nebraska. On their branches I suppose it would be conclusion as to the cost of transportation difficult. They have been constructed

There has been a great deal of trouble one mile, and they can ascertain very the terminue, as declared by the that if the railroad company can carry government at mileage pro rats. The coal to Omahe and deliver it at \$7 per rate originally charged for crossing this ton, which is fo per ton per mile after bridge was \$10 per car, or 5 cents per deducting the cost of mining and hand- 100 pounds, and 50 cents per passenger. ling, they ought not to be allowed to These rates are in part still exacted and charge 12 cents per ton per mile at Sidney in part they are reduced. For a long or 11 cents at North Platte. It seems to time the government paid these full rates me they ought to be able to deliver the for transportation, but I think that has been changed through the quartermaster's it. The question arlaes whether the department. The original bridge charter long and short hauls should be treated required them to lay saide \$64,000 per aleke, and I say no. The short haul annum until the entire debt was covered. should have a higher proportionate rate as a sinking fund, and to keep an account of the earnings of the bridge, but that seems to have been merged into the general road in some mysterious manner. Q. Do you understand that there is a separate account kept of the receipts of

the bridge, or do they all go into general

A. I understand there is not, though here should have been, although the roads to determine what was the short, endorser of the bond and will have to meet the obligation, yet the requirement is that a snrplus should be applied to liquidating the gett. There is this regulation, if you have milesge tickets they take ten mills tor crossing the bridge. The distance has been set down by a very near-sighted government engineer at four miles, but I think two and ore half would be nearer correct, and it is transposed into ten miles when any one with milesge tickets has to pay. The rate is twenty-five cents for any one who buys a ticket here, but if he forgets to buy one he is charged sixty cents and a rebate ticket is giden ham for twentyfive cents, that makes thirty-five only charged fifty cents and rebate check given for twenty-five cents. This is discrimination toward our side of the river of ten cents. At the same time if you go out here to St. Paul or some place west and purchase a ticket to Council Bluffs or beyond you have to pay fifty are not aware of the fact that they can purchase tickets here for twenty five cents are compelled to pay fifty cents. charges. The income of this bridge was between \$600,000 and \$800,000 per year when they kept separate accounts of it, and when the operating expenses plece of baggage transferred

would otherwise carry, excepting the at the terminus of the road all charged baggage and samples they carry with to operating the bridge. This, however, does not reflect upon the present manbut is so arranged as to rise and fall with split on the third party question, about a third duce the rates because they treat all agement. The company sublet the work people alike, while here a large per of transferring across the bridge to a centage of them pay nothing. This a man by the name of Wells. He was to centage of them pay nothing. This a man by the name of Wellr. He was to one of the greatest complaints of diserimination and favoritism. The retailer 122 or 13 cents per ton. Then by some goes out of this town and he has to pay underground arrangement Mr. Wells underground arrangement Mr. was directed or requested to take two or three partners in this bus ness, one of them Dr. Miller and the other Mr. Yost, of the Republican, and the rate was raised from twelve and a half to fifteen cents, then to eighteen, then to twenty-two, and the proceeds of this whole transfer was divided between this partnership concern. A. The system of issuing passes on the I have the proof of this transaction and Union Pacific, prior to Mr. Adams' ad can produce it any time these people ministration, has been very extensive. want me to do so. At present the bridge